AMENDMENTS TO THE CLAIMS

The listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims

1. (Currently Amended) An engine idle stop control system for a vehicle, comprising:

an engine[[(1)]],

a motor/generator[[(2)]] connected to the engine[[(1)]],

an automatic transmission[[(3)]] which transmits [[the]] a rotation of the engine[[(1)]] to a drive wheel,

a sensor[[(18)]] which detects a vehicle stationary state,

a sensor[[(15)]] which detects an accelerator pedal depression amount, and

a microprocessor[[(10)]] which is programmed to:

stop the engine[[(1)]] according to conditions when the vehicle has been stationary,

restart the engine[[(1)]] by starting the motor/generator[[(2)]] when a request to restart the engine[[(1)]] which has stopped, is determined,

control absorption of torque by the motor/generator[[(2)]] so that [[the]] a starting torque according to the accelerator pedal depression after restart, is effectively the same torque for vehicle starting from the engine stop state as for vehicle starting from the engine idle rotation state.

2. (Currently Amended) An engine idle stop control system for a vehicle as defined in Claim 1, wherein:

the torque absorbed by the motor/generator[[(2)]] is set to correspond to the engine torque produced according to [[the]] a difference between [[the]] a real air volume aspirated by the engine[[(1)]] when the vehicle starts from the engine stop state, and the real air volume aspirated by the engine when the vehicle starts from the engine idle state.

3. (Currently Amended) An engine idle stop control system for a vehicle as defined in Claim 2, wherein:

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the real air volume absorbed by the engine[[(1)]] according to the accelerator pedal depression amount when the vehicle starts from the engine stop state is calculated by smoothing [[the]] an initial value of an air volume equivalent signal, calculated when [[the]] a throttle is fully open, according to [[the]] a time until the accelerator is depressed after the engine starts depending on an air flow meter output and [[the]] a response delay of an intake air system.

4. (Currently Amended) An engine idle stop control system for a vehicle as defined in Claim 2, wherein:

the real air volume aspirated by the engine[[(1)]] according to the accelerator pedal depression amount when the vehicle starts from the engine idle rotation state is calculated by smoothing [[the]] an initial value of an air volume equivalent signal, calculated when [[the]] a throttle is closed, according to [[the]] a time depending on the air flow meter output and [[the]] a response delay of [[the]] an intake air system.

5. (Currently Amended) An engine idle stop control system for a vehicle as defined in Claim 2, wherein:

a fuel injection amount is controlled according to the real air volume aspirated by the engine[[(1)]].

6. (Currently Amended) An engine idle stop control system for a vehicle as defined in Claim 2, wherein:

the motor/generator[[(2)]] shifts to absorption torque control by the generator when the motor torque for starting the engine becomes smaller than the absorbed engine torque corresponding to the difference of the aforesaid two real air volumes.

7. (Currently Amended) An engine idle stop control system for a vehicle as defined in Claim 6, wherein:

the absorption torque control of the motor/generator[[(2)]] continues until complete combustion of the engine[[(1)]] is determined.

8. (Currently Amended) An engine idle stop control system for a vehicle, comprising:

an engine[[(1)]],

a motor/generator[[(2)]] connected to the engine[[(1)]],

an automatic transmission[[(3)]] which transmits [[the]] a rotation of the engine[[(1)]] to a drive wheel,

means[[(18)]] for detecting a vehicle stationary state,

means[[(15)]] for detecting an accelerator pedal depression amount,

means[[(10)]] for stopping the engine[[(1)]] according to conditions when the vehicle has been stationary,

means[[(10)]] for restarting the engine by starting the motor/generator[[(2)]] when a request to restart the engine which has stopped, is determined, and

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means[[(10)]] for controlling to make the motor/generator[[(2)]] absorb engine torque so that [[the]] a starting torque according to the accelerator pedal depression after restart, is effectively the same torque for vehicle starting from the engine stop state as for vehicle starting from the engine idle rotation state.